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HOLDS LAW IS INVALID

Trust Measure in Iowa Picked to Pieces and Stricken from Statutes.

RAILWAY COMPANIES RIGHT

Demurrer in Case of Indictment Under Charge Sustained By Judge Platt of the District Court.

Chicago, Feb. 12.—A dispatch to the Tribune from Waterloo, Ia., says:

In a decision sustaining a demurrer in the case of the state of Iowa against the Illinois Central, Chicago, Rock Island & Pacific, and Great Western railways, indicted under a charge of conspiracy in fixing the amount of demurrage charges, Judge Franklin C. Platt, in the district court, has declared the Iowa trust law unconstitutional and finds for the defendant railways.

Last August the three railways leading into Waterloo fixed a demurrage charge of \$2 for every 24 hours a freight car was delayed in excess of 48 hours. It was believed the railways were thereby amenable to a section of the code which provides that any persons or corporations entering into an agreement to fix the price of any article of merchandise or commodity shall be guilty of conspiracy.

Another section provides as a penalty a fine of not less than one nor more than 20 per cent of the capital stock of the offending company or person. This section of the law, Judge Platt declared, is in contravention of the United States and consequently unconstitutional. Under this section the minimum fine which could be imposed on the three railways would be \$2,280,000, of which the county attorney would receive \$450,000. The Chicago, Rock Island & Pacific, besides the Illinois corporation, would also forfeit its franchise in Iowa if convicted under this charge and fine imposed might reach the enormous figure of \$19,995,000. In the opinion Judge Platt says:

"A law which requires a man who is possessed of \$1,000,000 to pay a fine of \$100,000, while for the same offense a man possessed of \$1000 is subject to a penalty of but \$100 would be destructive to the foundation upon which constitutional law must rest, yet such is the effect of this section."

Further, the judge holds the indictment for the charge of detaining a car contains a flaw, since the detention of the car is not a commodity, although it might be under the same rule which declares insurance a commodity.

Men Clerks Displace Ladies.

New York, Feb. 11.—Women employed as stenographers and in various other clerical positions by the Erie Railroad, will, it is reported, be displaced gradually by young men. They will not be forced out, but when one leaves the service voluntarily her position will be filled by a man. It is stated by an official of the company that the rule had been adopted purely for business reasons, due, it is said, to the limited qualifications of the gentler sex for success in railroad work and the impossibility of advancing them to higher positions.

Railroad Lamer Dead.

New York, Feb. 12.—Frank Loomis, for many years special counsel for the New York Central & Hudson River railroad, is dead at his home here. He was prominent in democratic circles and a leading member of the New York bar.

POLICEMAN SAVES TRAIN.

Sand, Mud and Grave! Nearly Caused Disastrous Wreck.

Cincinnati, Feb. 12.—Forethought and prompt action on the part of Sergeant Lockhardt, of the Sixth district police

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NEW GOLD BELT EXISTS IN GREAT YUKON DISTRICT

Many Prospectors Seek New Diggings While Other Districts are Besieged with Unusual Number of People

Seattle, Feb. 12.—A special to the P. I. from Dawson says:

The new strikes made within the last twelve months in the North seem to be disclosing the existence of a visit new gold belt across the western half of the great Yukon basin.

The first strike in this belt was the finding of the Tanana gold fields a year ago. During the summer of 1903 new placer fields were found in the Alek country, west of White Horse, and now are coming common reports of the finding of several placer creeks in the hitherto barren country at the head of White river.

The Alek diggings at first were only 150 miles out from White Horse, now discoveries have extended their bounds to 180 miles. This takes them within forty or fifty miles of the White river district. Not more than 100 to 200 miles southward branch off the Chetochena diggings and 200 miles farther north are the Tanana gold fields. Beyond that lies Rampart.

Thomas Shaughnessy and William Gallagher arrived today from the head of White river with the latest advices from that country. Shaughnessy says the gold found there is not any thing to startle a community, but it is in promising quantities. Everything so far is in the form of prospects with no actual output. The best pay found averaged 13 cents to the pan. It was on bedrock at the head of Hosfelt creek. The bedrock was two and a half feet deep. The other creeks in the district carrying gold are Ptarmigan, Rock, Sheep and Beaver.

The pay found at the head of Hosfelt was discovered by Hosfelt, Swanson and Gibbons. The find was made the middle of August, and all the creek has been staked. There are twenty-two claims on the creek. Hosfelt flows into Beaver five miles above Ptarmigan. Swanson and Hosfelt had crossed to the head of the White from Nazina. They recently started back to Nazina with another man to get grub.

On Beaver thirty-four claims had been staked before Shaughnessy and Gallagher left for Dawson.

The average of 13 cents to the pan found on Hosfelt, Shaughnessy says, was taken from broken bedrock. Shaughnessy did not see the ground, but the man who did the panning told him that twenty-one pans averaged 13 cents. The fellow who gave Shaughnessy the information did not encourage a stampede.

Shaughnessy says that no one should attempt to enter the White river country until next summer. People there have no more than enough for themselves.

Thirty people from Dawson were met going to the new White river diggings. Among them was Mrs. Morgan, who is

accompanied by her husband. Morgan was a blacksmith in Dawson.

All the people bound for the diggings were making good time, and none had met with accidents. Montgomery's large double sleighs drawn by double horse teams were forty miles up the White river a few days ago, and progressing slowly. The wide sleighs could not be drawn fast. The trail had to be broken in the snow. Shaughnessy says the teams would be able to drive all the way up White and into Ptarmigan, virtually into the heart of the new diggings. From Dawson to the mouth of White is 80 miles, and from the mouth of White to Ptarmigan is 170 miles more.

The district is not densely populated. Only about twelve or fifteen hunters and trappers have been in there of late. The mountain sheep was one of the chief articles of food for the men of the locality. Gallagher and Shaughnessy will leave in a week or so to return to White river.

The big transportation and trading companies of the Yukon just now are looking for the important information from all their distant posts on which it is necessary to base their orders for supplies for shipment into the country the coming season of navigation.

It always is necessary for the big companies to have their information several months before the rivers open. A large quantity of the goods shipped into the Yukon is ordered from the manufacturers especially for this trade, and is wanted prepared in such condition as will be best adapted for withstanding the peculiarities of northern climate and at the same time will please the taste of the fastidious Yukoners.

As a rule little low grade material is brought into the Yukon. The people are used to paying high prices, and the shade of difference between cheap goods and high priced goods on the outside is so insignificant in the eyes of northern people that the good nearly always is accepted.

From all that can be gathered in a general way so far this winter, the Yukon as a whole will not diminish the size of her order for goods. Possibly she will increase it greatly. This hope is made brighter in the fact that the Tanana field last year was far undersupplied and the coming years gives promise of seeing large developments in activity there.

Should the Canadian government follow out its contemplated scheme of removing the tariff from crude petroleum in order that the oil may be introduced into Klondike as a fuel in the operation of placers, possibly far more traffic, in the transportation of this commodity, will be created on the Yukon the coming season.